Bearings and distance from station to station are as follows.

Station From	Numbers To	Bearings in Degress in F S,	Distance in links
113	0	43 1/2	336
0	1	43 1/2	330
1	2	138 1/2	410
2	3	95	320
3	4	109	435
4	5	36 1/2	370
5	6	329 1/2	400
6	7	280	490
7	8	271	150
8	9	265	155
9	10	23	278
10	11	65	150
11	12	65	272
12	13	85	286
13	14	91	420
14	15	39 1/2	214
15	16	49 1/2	115
16	17	128 1/2	292
17	18	98	375
18	19	32 1/2	345
19	20	3 3 1/2	482
20	21	326 1/2	275
21	22	325 1/2	250
22	23	332	242
23	24	355 1/2	260
24	25	345	150
25	26	326 1/2	340
26	27	343 1/2	300
27	28	21 1/2	224
28	29	58	146
29	30	134	350
30	31	165 1/2	305
31	32	156 1/2	348
32	33	161 1/2	315
33	34	168 1/2	505
34	35	116 1/2	340
35	36	88 1/2	290
36	37	22	395
37	38	333	245
38	39	12 1/2	200
39	40	102	235
40	41	406 1/2	263
41	42	14	285
42	43	336 1/2	265
43	44	42	375
44	45	16	345
45	46	342 1/2	475
46	47	350	365
47	48	286 1/2	390
48	49	230	425
49	50	233	255
50	51	286 1/2	400
51	52	297 1/2	285
52	53	328 1/2	300
53	54	348	285
54	55	279	200
55	56	280 1/2	265
56	57	11	230
57	58	56	243
58	59	22 1/2	190
59	60	30	300
60	61	324 1/2	300
61	62	323 1/2	280
			Starting point

Right of ways :

(i) A foot path from 'Bappamundale' enters t block between cairn Nos. 5 and 51 and comes out be ween cairn Nos 66 and 67 and goes to 'Minojikallu'.

(ii) Another foot path from 'Bappamunda enters the block between cairn No. 42 and 43 and com out between cairn Nos. 80 and 81 and goes to 'Kun Kumeru'

(iii) One more foot path from 'Bappamundal enters the block between cairn Nos. 27 and 28 and com out between cairn Nos 93 and 94 and goes to Nidhimun

(iv) Another foot path from 'Lenkiri' enters t block between cairn Nos. 4 and 5 and comes out betwe cairn Nos. 101 and 102 and goes to 'Pade'.

(v) One more foot path from 'Ballikana' ente the block between cairn Nos. 107 and 108 and comeso be ween cairn Nos. 104 and 105 and goes to 'Mund kochi'.

Water right

(i) Separate statement has been enclosed in th connection.

Other Privileges

(a) Free grazing of cattle by villagers
(b) Free removal of green manure leaves f *bona fide* use of ryots
(c) Free removal of dry fuel for *bona fide* use villagers.

It is hereby notified for general information th during the interval between the date of this proclam tion and the date of a notification under Section 17 the Mysore Forest Act, hereafter to be published Government declaring the said land to be a reserv forest (1) no new rights can be acquired in any of t land included herein except under a grant from Gover ment or from some one already possessing power create such a right (2) no forest clearings can be made f cultivation or any other purposes on the said land (3) new house shall de built or plantation formed on su land (4) no patta can be granted for any part of All persons, therefore, claiming any rights in any of t said lands or to any of the Forest Produce thereof, a hereby required to state to the undersigned eith personally and orally or by written statement, with three months from the date of publication of th Proclamation in the *Mysore Gazette* the nature of t rights claimed and to produce all documents they posse in support of such claims.

2. All rights in respect of which no claims a preferred within the above stated period will, after t lands have been declared by notification in the *Myso Gazette* under Section 17 to be a reserved forest, becor extinguished.

P. PINTO,

4738 *Forest Settlement Office*

Proclamation under Section 5 of Mysore Forest Act, 19

Notification dated 17th October 1973.

Ref. No. FST 301/70-71. Whereas by a notificatic published at pages 1597 to 1604 Part VI 2C-(ii) *Mysore Gazette* dated 10th April 1969 read with a addendum published as SO 1686 at page 3755 of Pa IV-2C (ii) of *Mysore Gazette* dated 20th September 19 it is proposed to form into a Reserved Forest all th Block of land comprised within the following limits.

Situation and limits of the land proposed to be included within the Reserved Forest.

District	...	South Kanara
Taluks	...	Coondapur & Udipi
Villages	...	Belve and Nanchar
S.Nos.	...	S. Nos. 129, 165/1A of Belve village and S. Nos 59, 86, 147/1 and 152/1 Nanchar village
Name of Block	...	Belve Block II
Area	...	148.50 acres

BOUNDARY DESCRIPTION

North :—Starting from station No. 1 a point in the north-western corner of the Block the line runs towards South-east to station No. 2 at a distance of 180 links. From station No. 2 the line runs towards North-east to station No. 5 after passing through the middle station No. 3 and 4 at a distance of 550 links From station No. 5 the line runs towards South to station No 8 after passing through the intermediate station No. 6 and 7 at a total distance of 522 links. From station No. 8 the line runs to South-east to station No. 9 at a distance of 222 links. From station No. 9 the line runs towards East to station No. 10 at a distance of 305 links. From station No. 10 the line runs towards North-east to station No. 13 after passing through the middle station No. 11 and 12 at a total distance of 717 links From station No. 13 the line runs towards South-east to station No 14 at a distance of 170 links. From station No. 14 the line runs towards North-east direction to station No. 15 at a distance of 165 links. From station No 15 the line runs towards South-east to station No. 18 after passing the intermediate station No. 16 and 17 at a total distance of 852 links. From station No. 18 the line runs towards South-east to station No. 20 after passing through the middle station No. 19 at a total distance of 1130 links. From station No. 20 the line runs towards North-east to station No. 21 at a distance of 800 links. From station No. 21 the line runs towards North-east to station No. 22 at a distance of of 338 links. From station No. 22 the line runs towards North-west to station No. 23 at a distance of 148 links. From station No. 23 the line runs towards North to station No. 24 at a distance 243 links. From station No 24 the line runs towards West to station No. 25 at a distance of 200 links. From station No. 25 the line runs towards North-west to station No. 40 after passing through the intermediate station Nos. 26 to 39 at a total distance of 2836 links. From station No. 40 the line runs towards East to station No. 42 after passing the middle station No 41 at a total distance of 370 links. From station No. 42 the line runs towards North-east to station No. 44 after passing the intermediate station No. 42A and 43 at a total distance of 548 links. From station No. 44 the line runs towards South-east to station No 46 after passing the middle station No 45 at a total distance 400 links. From station No 46 the line runs towards South-east to station No 53 after passing the intermediate station No. 47 to 52 at a total distance of 1204 links. The bearings and distance from station to station are as follows :

Station From	Numbers To	Bearings in degrees in F. B	Distance in links
1	2	3	4
1	2	109	180
2	3	59	290
3	4	60½	130
4	5	71	130
5	6	179	140
6	7	166	170
7	8	165	212
8	9	111	222
9	10	81	305
10	11	29½	205
11	12	67½	190
12	13	38½	322
13	14	117	170
14	15	64	165
15	16	148½	325
16	17	156	244
17	18	114	283
18	19	99	340
19	20	97½	790
20	21	57½	800
21	22	30	338
2	23	284	148
23	24	350	243
24	25	271½	200
25	26	308	130
26	27	333	125
27	28	323½	148
28	29	323½	234
29	30	330	176
30	31	345	160
31	32	325	235
32	33	329	255
33	34	337	310
34	35	336	153
35	36	336	120
36	37	320	160
37	38	320	120
38	39	315	180
39	40	290	330
40	41	68	190
41	42	85	180
42	42A	43	160
42A	43	41	188
43	44	75	200
44	45	126	160
45	46	95	240
46	47	162	140
47	48	148	240
48	49	126	100
49	50	113	180
50	51	107	220
51	52	104	200
52	53	106½	124

East :—From station No 53 the line runs towards south-east to station No 55 after passing through the middle station No. 54 at a total distance of 523 links. From station No. 55 the line runs south-west to station

No. 57 after passing the middle station No. 56 at a total distance of 572 links. From station No. 57 the line runs towards the south to station No. 59 after passing the middle station No. 58 at a total distance of 665 links From station No. 59 the line runs towards south-east to station No. 60 at a distance of 710 links. From station No. 60 the line runs towards south-west to station No. 61 at a distance of 1420 links. From station No. 61 the line runs towards south-east to station No. 62 at a distance of 1380 links. From station No 62 the line runs towards north-east to station No. 67 after passing the intermediate station No. 63 to 66 at a total distance of 1616 links. From station No. 67 the line runs towards station No. 72 south-east after passing through the intermediate station Nos. 68 to 71 at a total distance of 1262 links. From station No. 72 the the line runs towards south-west to station No. 74 after passing the middle station No. 73 at a total distance of 720 links. The bearings and distances from station to station are as follows.

Station From	Numbers To	Bearing in degrees in F. B.	Distances in Links
53	5	161	150
54	5	161	373
55	5	245	292
56	5	206	280
57	5	181 1	245
58	5	167 1	420
59	6	106	710
60	61	217	1420
61	62	107	1380
62	6	8	480
63	64	30	317
64	6	14	295
65	66	25	298
66	67	35	226
67	68	152	312
68	69	143	200
69	70	165	228
70	71	161	257
71	72	176	265
72	73	201	320
73	74	220	400

South:—From station No. 74 the line runs towards west to station No. 75 at a distance of 270 links. From station No. 75 the line runs towards south-west to station No 80 after passing the intermediate station Nos. 74 to 79 at a total distance of 1647 links. From station No. 80 the line runs towards north-west to station No. 81 at a distance of 590 links. From station No. 81 the line runs towards south to station No. 83 after passing the middle station No: 82 at a total distance of 1296 links. From station No. 83 the line runs towards south-west to station No. 84 at a distance of 240 links. From station No. 84 the line runs towards south-easternly direction to station No. 90 after passing the intermediate station Nos 85 to 89 at a total distance of 1207 links. From station No 90 the line runs towards west to station No 92 after passing the middle station No. 91 at a total distance of 394 links. The bearings and distances from station to station are as follows.

Station From	Numbers To	Bearings in degrees in F. B.	Distances in links
74	75	286	270
75	76	236 1/2	222
76	77	236 1/2	200
77	78	236 1/2	180
78	79	260	560
79	80	227	465
80	81	294	590
81	82	200	478
82	83	174	818
83	84	217	240
84	85	180	210
85	86	180	225
86	87	163	230
87	88	163	200
88	89	158	222
89	90	275	120
90	91	280	194
91	92	279	100

West:—From station No 92 the line runs towards north-west to station No. 94 after passing the middle station No. 93 at a total distance of 514 links. From station No. 94 the line runs towards north-west to station No. 97 after passing through the middle station Nos. 95 and 96 at a total distance of 705 links. From station No. 97 the line runs towards north to station No. No 99 after passing the middle station No. 98 at a total distance of 532 links From station No. 99 the line runs towards north-west to station No. 100 at a distance of 600 links. From station No. 100 the line runs towards west to station No. 101 at a distance of 700 links. From station No. 101 the line runs towards north-west to station No. 103 after passing the middle station No. 102 at a total distance of 1855 links. From station No. 103 the line runs towards west to station No. 104 at a distance of 548 links. From station No. 104 the line towards north-west to station No. 105 at a distance of 980 links. From station No. 105 the line runs towards north to station No. O at a distance of 215 links. From O point the line runs towards north east to station on No 1 at a distance of 210 links. Thus the demarcation line joins the starting point i. e. the station No. 1 and completes in the description of boundaries.

The bearings and distances from station to station are as follows:

Station From	Numbers To	Bearing in degrees in F.B	Distances in links
92	93	52	102
93	94	36	352
94	95	38	215
95	96	12	290
96	97	15	200
97	98		275
98	99		257
99	00	7	600
100	01		700
101	02		927
102	03		928
103	04		548
104	5		980
105			215
0			210

Right of ways – A cart track enters the Block in between the station No.43 and 44 and goes out of the block from Huliyana to Belve in between the station No.56 and 57

Another cart track from Belve village enters the block in between the station No. 59 and 60 and goes out of the Block towards Mundimundi in between the station No 104 and 105

Other Privileges :—(1) Free grazing of cattle by villagers inside the block.

(2) Free removal of green manure leaves by the villagers for the bonafide use

(3) Free removal of dry fuel by the villagers,

(4) Free removal of muligrass from the block for the bonafide use by the villagers.

It is hereby notified for general information that during the interval between the date of this proclamation and the date of a notification under Section 17 of the Mysore Forest Act, hereafter to be published by Government declaring the said land to be a reserved forest (1) no new rights can be acquired in any of the land included herein except under a grant from Government or from some one already possessing power to create such a right (2) no forest clearings can be made for cultivation or any other purposes on the said land (3) no patta can be granted for any part of it (4) no new house shall be built or plantation formed on such land- All persons, therefore, claiming any right in any of the said lands are to any of the Forest Produce thereof, are hereby required to state to the undersigned either personally and orally or by written statement, within three months from the date of publication of this proclamation in the *Karnataka Gazette*, the nature of the rights claimed and to produce all documents they possess in support of such claims.

2. All rights in respect of which no claims are preferred within the above stated period will, after the lands have been declared by notification in the *Karnataka Gazette* under Section 17 to be a reserved forest become extinguished.

P. PINTO,

5072 *Forest Settlement Officer.*

OFFICE OF THE CHAIRMAN, PORT TRUST MANGALORE.

Dated 24th April 1974.

Minutes of the Mangalore Port Trust Board Meeting held on 24th April 1974 at 4-00 p.m. in the Mangalore Port Trust Board Meeting Hall.

Present:—
1 Sri J. K. Arora, I.A.S., Chairman
2 Sri G. R. Pandit
3 ,, B. R. Kamath
4 ,, K. C. Nair
5 ,, Kalbhavi Venkat Rao
6 ,, Hundi Venkatesh Kamath
7 ,, G. D. Rego
8 ,, Blasius M. D'souza
9 Smt Cecelia Lobo
10 Sri S. K. Amin
11 Captain K. K. S. Kumaran
12 Sri C. E. Gopalakrishna

Sri B. Rama Rao, B.Com., KAS, Administrative Secretary, Mangalore Port Trust was also present during the meeting.

1. Minutes of the monthly ordinary meeting of the Mangalore Port Trust Board held on 7th March 1974 for recording.

READ AND RECORDED

2 Review of the action taken on the Minutes of the Board Meeting held on 27th March 1974 for recording.

READ AND RECORDED

3 *Statement for recording*

(a) Statements showing the Revenue accounts of the Mangalore Port Trust Board for the month of March 1974.

RECORDED

(b) Statements showings the Trade Statistics for the month of march 1974

RECORDED

(c) Statement showing the income from Water Barge 'Jaladoot' for the month of March 1974.

RECORDED

(d) Statement showing the particulars of land granted on monthly rental basis by the Administrative Secretary under his own powers during the month of March 1974.

RECORDED

(e) Nil statements showing the encroachments/ unauthorised occupations detected during the month of March 1974.

RECORDED

(f) Statements showings the dredging operations during the month of March 1974.

RECORDED

(g) Statement showing the monthly demand collection and balance statement pertaining to groundrent on portlands for the month of March 1974.

RECORDED

4. *Government Orders for Recording*

(1) Government Order No. PW 1 73 SEP 73 dated 1st April 1974 according sanction for the payment of Risk Allowance of Rs. 900/- to Capt. F.G. Fernandes, Port Officer for the services rendered by him on two occasions for the work of Kudremukh Iron Ore Project of National Mineral Development Corporation.

RECORDED

(2) Government Order No. PWD 92 PMT 72 dated 23rd March 1974 according sanction for the enhancement of Port Dues with effect from 1st April 1974

RECORDED

(3) Letter No. 20/74/SBC/632 dated 23rd March 1974 from Sri C. E. Gopalakrishna, Deputy General Manager, Minerals and Metals Trading Corporation of India Limited, tendering his resignation to the Mangalore Port Trust Board.

RESIGNATION ACCEPTED

5. Proposal for adoption of rates of Additional Dearness Allowance as per G.O. No. FD 2 SRP (3) 74